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the following causes : Pernicious malarial fever, 2 ; heart disease, 4 ; enteritis, 1 ; athrepsia, 1 ; total, 8. Death rate, 23.11. Estimated population, 18,000.

Daiquiri.—Nothing of interest reported.

Respectfully,

R. H. VON EZDORF,
Assistant Surgeon, U. S. M. H. S.

The SURGEON-GENERAL,
U. S. Marine-Hospital Service.

[Inclosure.]

Report of treatment of passengers' baggage for the week ended October 13, 1900, port of Santiago de Cuba.

Date.	Name of vessel.	Disinfected and passed—						Inspected and passed—				
		Formaldehyde gas.			Steam.							
		Boxes.	Trunks.	Valises.	Bundles.	Trunks.	Valises.	Baskets.	Boxes.	Bundles.	Trunks.	Valises.
Oct. 11	Steamship Cosme de Herrera (baggage arrived from Havana for this port).	.....	1	3	α 1	.....	.....	.....	.....	.....	.....	.....
Oct. 12	U. S. A. transport Rawlins (for New York)..	.....	.....	.....	.....	.....	.....	.....	5	6	6	12
Oct. 13	Steamship Niagara (for New York).....	.....	.....	.....	.....	.....	.....	.....	4	.....	13	17

α Bichloride machine.

Inspection of immigrants at Manzanillo during the week ended October 13, 1900.

PORT OF MANZANILLO, CUBA, *October 13, 1900.*

SIR: I herewith submit report of alien steerage passengers at this port during the week ended October 13, 1900: October 8, Norwegian steamship *Bergen*, from Truxillo, Honduras, with 2 immigrants. October 10, British schooner *Maryland*, from Montego Bay, Jamaica, with 2 immigrants.

Respectfully,

R. DE SOCARRAS,
Acting Assistant Surgeon, U. S. M. H. S.

The SURGEON-GENERAL,
U. S. Marine-Hospital Service.

ENGLAND.

Report from Liverpool.

LIVERPOOL, ENGLAND, *October 10, 1900.*

SIR: I have the honor to transmit the usual report for the week ended October 6, 1900: During the week there were inspected 19 ships, with crews of 1,776 ; cabin passengers, 1,463 ; steerage passengers, 1,185. There were 5 rejections for chicken pox and measles ; otherwise the health of persons embarking was remarkably good. I believe that the physical condition of emigrants from the port of Liverpool will average better than any other port in Europe. With the exception of a few Russian Jews, the only people (third class) embarking here for America from the Continent are Scandinavians, who are usually a fine class physically ; the remainder of the third class are English and Irish.

The health of Liverpool is better than for some years, the death rate for the past week being the lowest for the corresponding week for five years. The precautions I wrote of in my last report against Glasgow are still in force, although there has been no new case for almost three weeks. The work here is running smoothly and with little friction with the shipping people.

Respectfully,

JOHN F. ANDERSON,
Assistant Surgeon, U. S. M. H. S.

The SURGEON-GENERAL,
U. S. Marine-Hospital Service.

FRANCE.

Special regulations against plague.

PARIS, FRANCE, *October 12, 1900.*

SIR: I have the honor to submit herewith translation of the special regulations now in force against plague at the various ports of France. This translation is arranged to bring it up to date, including the last decree officially published October 3.

Respectfully,

S. B. GRUBBS,
Assistant Surgeon, U. S. M. H. S.

The SURGEON-GENERAL,
U. S. Marine-Hospital Service.

[Inclosure.]

Special measures to be taken against plague.

The sanitary régime applicable to vessels arriving with bill of health indicating plague (or with clean bill of health if under conditions of article 54 of ruling of January 4, 1896), differs according as the vessel is acquitted (indemn^é), suspected, or infected.

VESSELS ACQUITTED.

The vessel indemn^é (having had neither death nor case of plague on board either before departure during the voyage or at the time of arrival) will be submitted to the following régime :

First. Medical inspection of passengers and crew.

Second. Disinfection of dirty linen, personal effects in use, bedding, as well as all other objects or baggage that the sanitary officer of the port considers contaminated.

If the vessel has left the locality contaminated by plague more than ten days, the measures above will be immediately taken and the vessel given free pratique. If the vessel left the contaminated locality less than ten days before, a sanitary passport will be delivered to each passenger, indicating the day when the vessel left the contaminated port, the name of the passenger and that of the commune where he states he is going. The sanitary authority gives at the same time notice of the departure of the passenger to the mayor of that commune and calls his attention to the necessity of watching said passenger from a sanitary standpoint until the expiration of the ten days, to date from the departure of the vessel. (Surveillance Sanitaire.)

The crew will be submitted to the same surveillance. The discharge of cargo shall be begun only after all the passengers are landed. The sanitary officer can order the disinfection of all or a part of the vessel, but this disinfection will be done only after all passengers are disembarked. In all cases the drinking water on board will be renewed and the bilge water discharged after being disinfected.

SUSPECTED VESSELS.

A suspected vessel (on board of which there have been 1 or many cases of plague confirmed or suspected at the time of departure, during the voyage, but no new cases during the last twelve days) shall be submitted to the following régime :

First. Medical inspection of the passengers and crew.

Second. Disinfection of dirty linen, personal effects in use, bedding, as well as all other objects or baggage that the sanitary officer of the port considers contaminated.

The passengers will be disembarked as soon as possible after these operations are